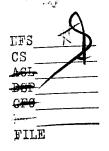
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1. REQUESTS FOLLOWING ALIGNMENT CALIBRATIONS FOR

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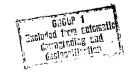
83

EACH L INSTRUMENT.

- A. ALIGNMENT AND DEVIATION OF THE PAN CAMERA AXIS IN RELATIONSHIP TO THE VEHICLE AXIS IN THE X, Y, AND Z PLANES.
- B. ALIGNMENT AND DEVIATION OF THE ROLL JOINT AXIS IN REFERENCE TO THE PAN CAMERA OPTICAL AXIS.
- C. ALIGNMENT AND DEVIATION OF THE MIRROR PLANE SURFACE IN RELATION TO THE PAN CAMERA OPTICAL AXIS IN THE X Y Z PLANES.
- D. THE ALIGNMENT AND DEVIATION OF THE S/I UNIT IN RELATIONSHIP TO THE PAN CAMERA OPTICAL AXIS IN THE X Y Z PLANES AND ALSO THE KNEE ANGLE OF THE S/I UNIT.
- E. THE HORIZON SENSOR ALIGNMENTS TO THE VEHICLE AXIS OR TO THE PAN CAMERA OPTICAL AXIS IN ALL THREE PLANES.

25**X**_

Declassification Review by NGA/DoD





- F. ALIGNMENT OF THE MIRROR STEREO ROTATIONAL AXIS IN REF-ERENCE TO THE PAN CAMERA OPTICAL AXIS AND THE AXIS OF THE INDEX CAMERA.
- G. ACCURACY OF THE ROLL JOINT AND REPEATABILITY OF THE ROLL ANGLE.
- 2. SINCE MOST MENSURATION AND ATTITUDE DETERMINATIONS WILL BE MADE FROM THE PAN CAMERA OPTICAL AXIS AND ITS RELATIONSHIPS TO THE S/I UNIT AND THE MIRROR AXIS, IT IS SUGGESTED THAT THE GREATEST ACCURACY BE MAINTAINED IN THESE ALIGNMENTS.
- 3. DEVIATIONS OF CALIBRATED ANGLES FROM DESIGN IS NOT CRITICAL PROVIDED DEVIATION IS KNOWN. CALIBRATION OF ALL ANGLES SHOULD BE ACCURATE TO WITHIN LESS THAN 1 MIN. OF ARC.
- 4. NO LIMITS ARE SET REGARDING DEVIATION BETWEEN CALIBRATED AND OPERATING VALUES. IN ORDER TO PROVIDE ANSWERS TO SE REQUESTS FOR ATTITUDE DATA AND RATES, REQUIRES THIS CALIBRATED DATA OF PRE-FLIGHT CONDITION IN ORDER TO ANALYZE POST-FLIGHT READOUT IN ATTEMPT TO DETERMINE EXTENT OF DEVIATIONS AND ESTABLISH CONFIDENCE LEVEL FOR FUTURE MISSIONS.

TOPSECRET

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